

Alaskan Way Viaduct and Seawall Replacement Project

Rebuild Plan

Cost Range
\$3.2 to \$3.5 billion

Features
<ul style="list-style-type: none">• Surface from Holgate St. to King St. (SR 519 access elevated)• Rebuild from King St. to Pike St.• Retrofit from Pike St. to Battery Street Tunnel• Rebuild independent seawall from King St. to Myrtle Edwards Park

Construction Duration
6 to 8 years

Daily Traffic		
Amount of Vehicles	2002	2030
Using SR 99	102,000	133,000
Using Alaskan Way	9,000	10,000
Average Travel Times	2002	2030
Aurora Bridge to Spokane St.	10 min	11 min
Downtown Seattle to Spokane St.	9 min	10 min
Ballard Bridge to SODO	13 min	16 min
Downtown Seattle to Auora Bridge	13 min	13 min

Design Option

Upgrade Battery Street Tunnel for fire/life safety

+\$110 million to +\$180 million



Alaskan Way Viaduct and Seawall Replacement Project

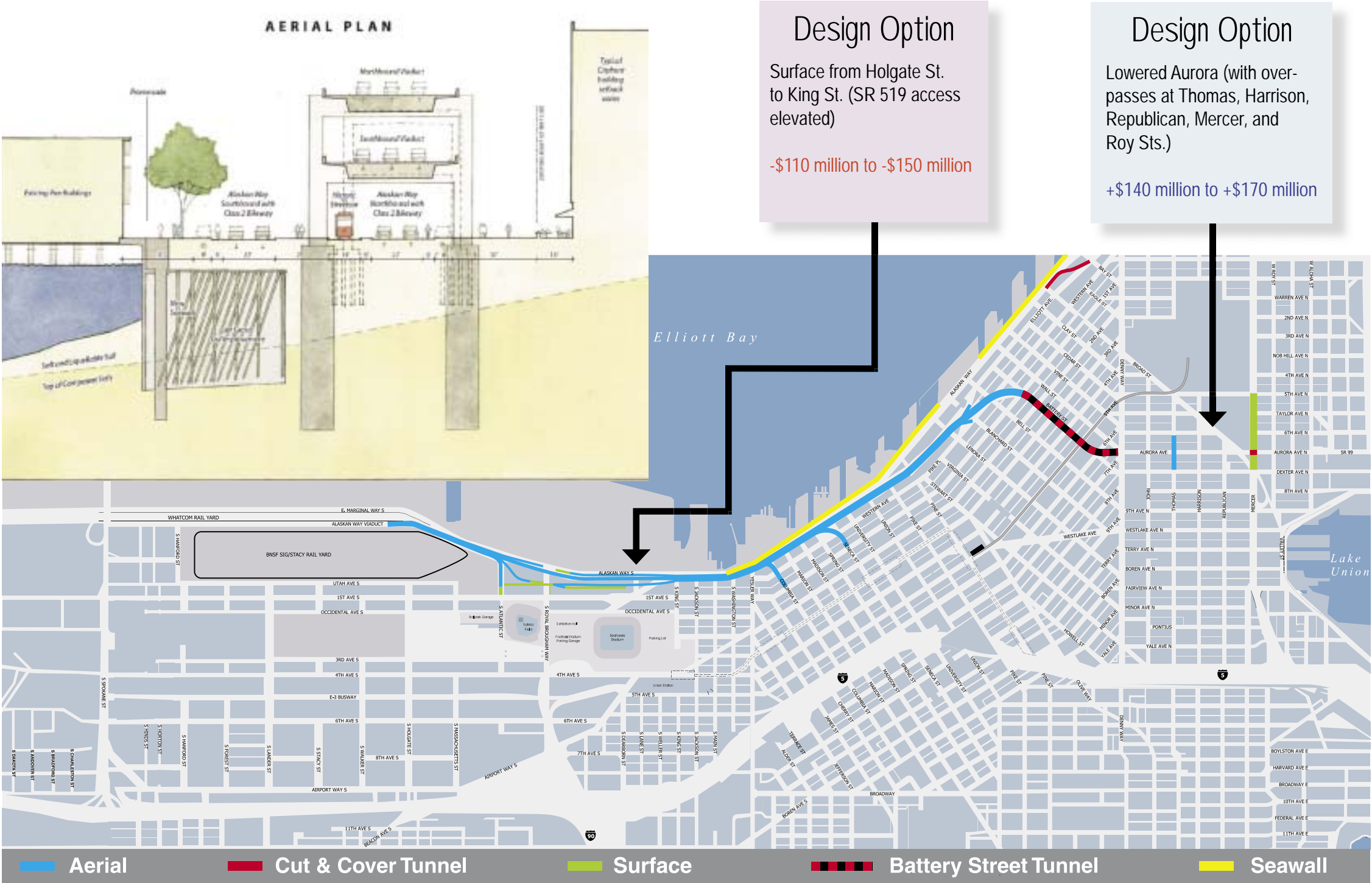
Cost Range
\$3.2 to \$3.5 billion

Features
<ul style="list-style-type: none">• Replace aerial from Holgate St. to Battery Street Tunnel (SR 519 access at surface)• Rebuild independent seawall from Washington St. to Myrtle Edwards Park• Upgrade Battery Street Tunnel for fire/life safety• Build widened Mercer St. underpass

Construction Duration
9 to 11 years

Daily Traffic		
Amount of Vehicles	2002	2030
Using SR 99	102,000	129,000
Using Alaskan Way	9,000	10,000
Average Travel Times	2002	2030
Aurora Bridge to Spokane St.	10 min	8 min
Downtown Seattle to Spokane St.	9 min	9 min
Ballard Bridge to SODO	13 min	13 min
Downtown Seattle to Aurora Bridge	13 min	17 min

Aerial Plan



Alaskan Way Viaduct and Seawall Replacement Project

Tunnel Plan

Cost Range
\$3.8 to \$4.1 billion

Features
<ul style="list-style-type: none">• Surface from Hogate St. to King St. (SR 519 access elevated)• Tunnel from King St. to Pike St.• Aerial from Pike St. to Battery Street Tunnel• Upgrade Battery St. Tunnel for fire/life safety• Rebuild seawall from Virginia St. to Myrtle Edwards Park• Build widened Mercer St. underpass

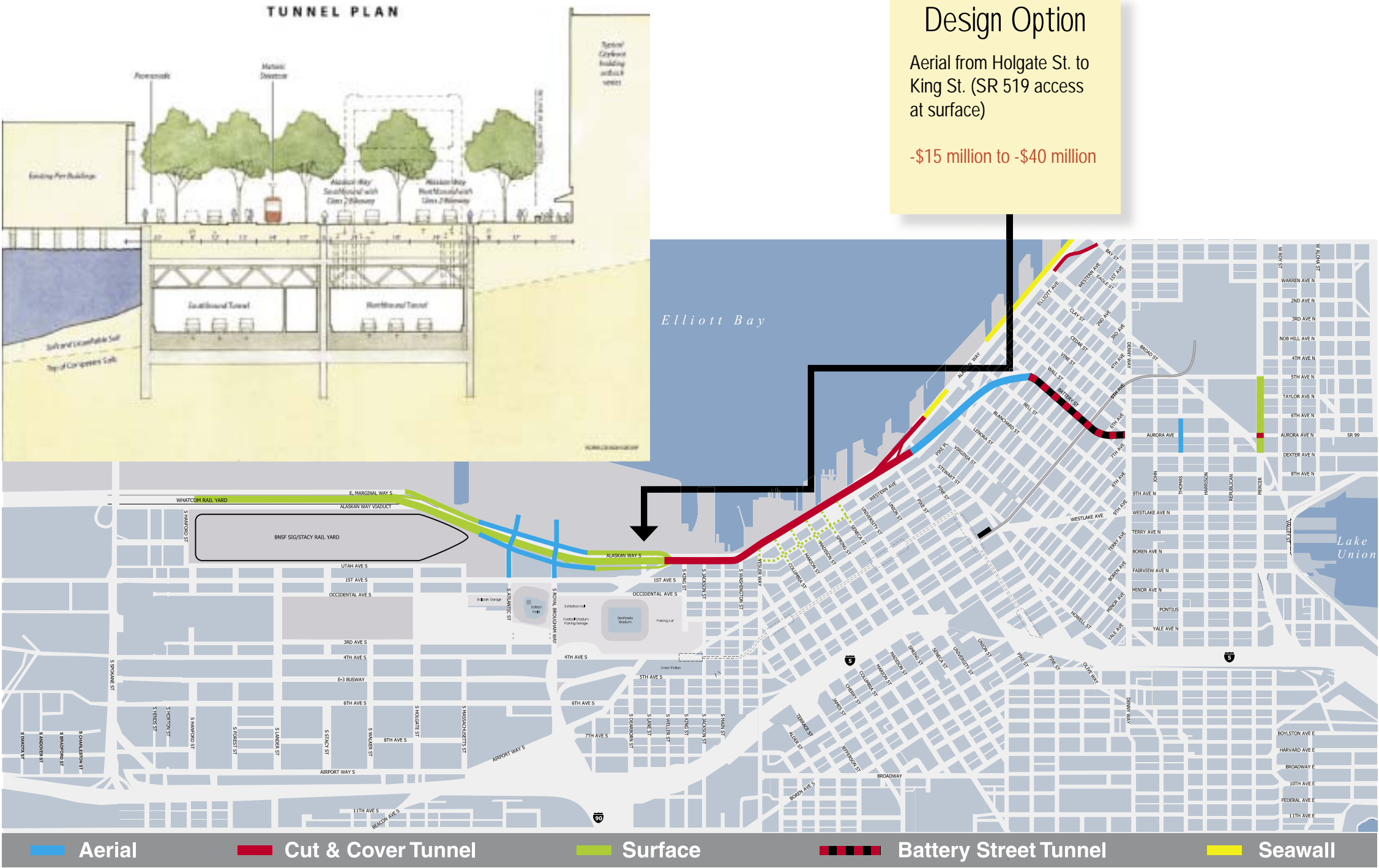
Construction Duration
7 to 9 years

Daily Traffic		
Amount of Vehicles	2002	2030
Using SR 99	102,000	122,000
Using Alaskan Way	9,000	21,000
Average Travel Times	2002	2030
Aurora Bridge to Spokane St.	10 min	8 min
Downtown Seattle to Spokane St.	9 min	10 min
Ballard Bridge to SODO	13 min	14 min
Downtown Seattle to Aurora Bridge	13 min	13 min

Design Option

Aerial from Holgate St. to King St. (SR 519 access at surface)

-\$15 million to -\$40 million



Alaskan Way Viaduct and Seawall Replacement Project

Cost Range
\$3.1 to 3.4 billion

Features
<ul style="list-style-type: none">• Surface from Holgate St. to King St. (SR 519 access elevated)• Bypass tunnel from King St. to Pike St.• Aerial from Pike St. to Battery Street Tunnel• Build widened Mercer St. underpass• Upgrade Battery St. Tunnel for fire/life safety• Rebuild seawall from Virginia St. to Myrtle Edwards Park

Construction Duration
6 to 8 years

Daily Traffic		
Amount of Vehicles	2002	2030
Using SR 99	102,000	90,000
Using Alaskan Way	9,000	48,000
Average Travel Times	2002	2030
Aurora Bridge to Spokane St.	10 min	9 min
Downtown Seattle to Spokane St.	9 min	11 min
Ballard Bridge to SODO	13 min	22 min
Downtown Seattle to Aurora Bridge	13 min	13 min

Bypass Tunnel Plan



Alaskan Way Viaduct and Seawall Replacement Project

Cost Range
\$2.5 to 2.8 billion

Features
<ul style="list-style-type: none">• Surface from Holgate St. to Pike St. (SR 519 access elevated)• Aerial from Pike St. to Battery Street Tunnel• Upgrade Battery Street Tunnel for fire/life safety• Rebuild seawall from Washington St. to Myrtle Edwards Park• Build widened Mercer St. underpass

Construction Duration
6 to 7 years

Daily Traffic		
Amount of Vehicles	2002	2030
Using SR 99	102,000	N/A
Using Alaskan Way	9,000	74,000
Average Travel Times	2002	2030
Aurora Bridge to Spokane St.	10 min	26 min
Downtown Seattle to Spokane St.	9 min	17 min
Ballard Bridge to SODO	13 min	26 min
Downtown Seattle to Aurora Bridge	13 min	15 min

Surface Plan

